



AGENDA

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

October 13, 2005

6:30 P.M.

SOUTH ANNEX CONFERENCE ROOM

CALL TO ORDER

ROLL CALL

SCHEDULED PRESENTATION

No Scheduled Presentation

PUBLIC ANNOUNCEMENTS

(Speakers are limited to 3 minutes for announcements of related Board/Commission events, programs, resignations, recognitions, acknowledgments)

CONSENT CALENDAR

- 1.A) Approval of Draft Minutes from September 15, 2005
- 1.B) Approval of Agenda
- 1.C) Approval of 2005 Calendar
- 1.D) Approval of Items on Active Items List

CITIZENS TO BE HEARD

This category is limited to 15 minutes, with a maximum of three minutes per speaker. If your subject is not on the agenda, you will be recognized at this time; but the Brown Act (Open Meeting Law) does not allow action by Board or Commission Members. If you wish to speak to a subject listed on the agenda, you will be recognized at the time the item is being considered by the Board or Commission.

PUBLIC HEARINGS/GENERAL BUSINESS

- | | | |
|----|--------|----------------------------------|
| 2. | MOTION | Study & Budget Issue Development |
| 3. | MOTION | Bike Map Revision Recommendation |

NON-AGENDA ITEMS AND COMMENTS

- BPAC ORAL COMMENTS
- STAFF ORAL COMMENTS

INFORMATION ONLY ITEMS

1. Approved August 18, 2005 Meeting Minutes
2. BPAC Active Items Report
3. BPAC Email

ADJOURNMENT

Notice to the Public:

Agenda information is available by calling Dieckmann Cogill at (408) 730-2713. Agendas and associated reports are also available on the City's website at <http://www.sunnyvale.ca.gov/>, or at the Sunnyvale Public Library, 665 W. Olive Ave., Sunnyvale, 72 hours before the meeting. Please contact the Department of Public Works Transportation and Traffic Division office at (408) 730-7412 for specific questions regarding the agenda.

Pursuant to the Americans with Disabilities Act, if you need special assistance in this meeting, please contact Dieckmann Cogill at (408) 730-2713. Notification of 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. (29 CRF 35.104 ADA Title II)

GUIDELINES FOR ADDRESSING THE BOARD OR COMMISSION

Public Announcements – Beginning of Meeting

- 3 minutes or less per speaker.
- Speakers are requested to give their name (address is optional).
- Recognition of a special achievement.
- Announcement of public event with definite time and date.
- Public events that are of Board/Commission interest that occur in the City annually. (Only announce one time for the year).

Public Hearings – Order of Hearing as Follows:

- Opening remarks by the applicant (if applicable).
- Speakers are requested to give their name (address is optional).
- Anyone interested in addressing the Council (may only speak one time).
- Closing remarks by the applicant (if applicable).
- Time limit of 3 minutes per person (to be extended at discretion of Chair). Please make comments brief and be prepared to provide new input.

Citizens to be Heard

- Any item relevant to the Board and/or Commission
- Speakers are requested to give their name (address is optional).
- Speakers are to turn in a Speaker Card to the Recording Secretary.
- Items not on the agenda.
- Items that do not fall within the scope of the Public Announcement section.
- Time limit of 3 minutes, 15 minutes total for this category (to be extended or continued to end of Board/Commission business, at the discretion of the Chair). Limit to one appearance during this section.

<p>If you wish to provide the Board/Commission with copies of any handout materials you are presenting, please provide sufficient copies for each Board/Commission member, the Recording Secretary and other staff present.</p>

Sunnyvale Bicycle and Pedestrian Advisory Committee
October 13, 2005
Staff Reports

Consent Calendar Items

1.A) Draft Minutes from September 15, 2005

Attached (Attachment 1).

1.C) 2005 Calendar

Attached (Attachment 2).

Public Hearings/General Business

2. Study & Budget Issue Development

The Study and Budget Issue process is an annual City procedure for planning the consideration of important issues. The City Council, after receiving input on issues of importance from a number of sources including commissions, committees, staff, and the general public, holds a Study/Budget Issues Workshop. This workshop is a ranking exercise of all of the issues submitted for consideration. From this exercise, staff gains an understanding of the Council's priority issues for the next year and years to come. Staff then develops a realistic work plan for addressing issues. Budget issues, essentially expenditure requests, are either considered for inclusion in the budget or dropped. At its September, 2005 meeting the BPAC made a number of suggestions for candidate study and budget issues. At this time, the BPAC needs to finalize its list of candidate issues for forwarding to the City Council.

Attachment 3 includes Study Issue Papers for new items that were suggested by the Bicycle and Pedestrian Advisory Committee. Below is a list of the Study Issues.

- A. Update Corner Vision Triangle Ordinance
- B. Policy for the Allocation of Street Space
- C. Design Standards for Bike Lanes Adjacent to On-Street Parking
- D. Plan Line Study for Increased Bike Space
- E. Stevens Creek Trail off-street Access Feasibility Study
- F. Standardize collection of bicycle and pedestrian counts.
- G. Revise level of service guidelines to promote bicycle safety
- H. Review and modify existing educational materials
- I. Create more extensive crosswalk policy

All BPAC Study Issues must be approved by a majority of the committee. After the issues are approved, the committee must rank the issues for consideration by the City Council. The Study/Budget Issue Workshop

will be held December 15, 2005. Boards and Commissions will have an opportunity to present testimony to the Council at the November 22, 2005 Council meeting.

Staff recommends that the Bicycle and Pedestrian Advisory Committee develop a priority ranking of Study and Budget Issues for consideration by the Council for 2006.

Recommended Action and Alternatives

Staff recommends that BPAC

1. Vote to approve or remove study issue items A-I
2. Rank all approved issues

3. Bike Map Revision Recommendation

City Council is scheduled to take action on the Sunnyvale Bicycle Map Revision Study Issue on November 1, 2005. A Draft Sunnyvale Bicycle Map is enclosed for Committee Consideration. In addition, a Draft Report to Council is attached (Attachment 4).

Recommended Action and Alternatives

Staff asks that BPAC make a recommendation to the City Council regarding the Bike Map Revision. The following are possible recommendations:

1. Recommend approval of the 2005 Sunnyvale Bicycle Map
2. Recommend approval of the 2005 Sunnyvale Bicycle Map with modifications
3. Do not recommend approval of the 2005 Sunnyvale Bicycle Map. With this alternative, the map revised in 2001 would remain the Sunnyvale Bike Map.

Information Only Items

1. Approved August 18, 2005 Meeting Minutes

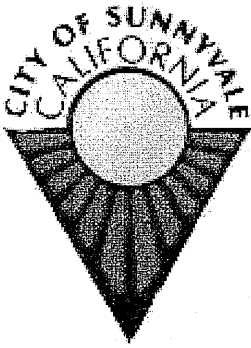
Attached (Attachment 5).

2. BPAC Active Items Report

Attached (Attachment 6).

3. BPAC Email

Attached (Attachment 7).



MINUTES

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met in regular session at 6:30 p.m. on September 15, 2005 with Committee Chair Mayer presiding. Because of a scheduling conflict with the West Conference Room, the meeting was moved to the South Annex Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale.

ROLL CALL

Members Present: Kevin Jackson
Cindy Cotton
Thomas Mayer
Ralph Durham
Thomas Reuner
Gerald Gras
Andrea Stawitke

Members Absent: None

Staff Present: Dieckmann Cogill, Transportation Planner
Coryn Campbell, Neighborhood and Community Resources

Visitors: Asawari Joshi, Sravanthi Edara, Supriya Nirmale, Shanthi Ganji, Bogdan Claiuanu, Svetlana Radovic, Yong Chul Shin

SCHEDULED PRESENTATION

Campbell presented the details of a Study Issue that will be before the City Council on October 4, 2005 (tentative). The report is titled Posting and/or Agenda Noticing Timelines for City Council Agenda Items. Campbell asked for informal comments or thoughts regarding the issue.

Members of the committee felt that there is definitely a lot of room for improvement regarding access to City reports and other information in a timely and complete manner.

The web site information should be more complete and should always include all report attachments. There should be at least three business days to review the reports and agendas rather than just 72 hrs. There should also be the capability for email notification to interested members of the public regarding specific issues.

PUBLIC ANNOUNCEMENTS

None

CONSENT CALENDAR

1.A Approval of Draft Minutes from August 18, 2005

Jackson requested the change on page 9 of the minutes.

Jackson moved and Durham seconded, approval of the Meeting Minutes as amended
The motion carried unanimously, Gras abstained

1.B. Approval of Agenda

Jackson moved and Durham seconded, approval of the Agenda
The motion carried unanimously

1.C Approval of 2005 Calendar

Jackson requested that the Right-Turn Study be added to the Calendar in November.
Mayer requested that a discussion about the Street Smarts Guide distribution be added to November.

Jackson moved and Durham seconded, approval of the 2005 Calendar as amended
The motion carried unanimously

Mayer asked that a 1D be added to the Consent Items for approval of Ongoing Action Items List.

Jackson moved and Durham seconded, approval of the 2005 Action Items List
The motion carried unanimously

CITIZENS TO BE HEARD

None



PUBLIC HEARINGS/GENERAL BUSINESS

2. Study & Budget Issue Development

The Committee requested that the following Study Issues be added to the list for consideration in October:

- A. Update procedures for noticing B/C agendas and reports
- B. Review of existing public safety ordinances regulating undesirable activities on multi-use trails and bike/ped bridges.

The committee chose to remove from consideration the following proposed issues

- Expand Bicycle and Pedestrian Hazard Reporting Mechanisms
- Wrong-way bicycle riding collision study

The committee also suggested a number of language changes regarding the other proposed issues.

3. Bike Map Revisions

Cogill presented the committee with a first draft of the map and requested comments and possibly action to approve the map. Cogill also stated that the map is scheduled to be approved by Council at the November 1, 2005 City Council meeting. Staff also noted that she would provide an electronic version of the map for additional review.

Jackson requested that the October meeting be moved up to October 13, 2005 in order to allow for the inclusion of additional BPAC comments before City Manager review the RTC. The committee chair and the rest of the committee agreed with the suggestion.

The committee reviewed the map and provided staff with comments.

Jackson moved and Mayer seconded, Public access paths should be included as part of the map. With that addition the committee supports the draft map with suggested edits.

The motion carried unanimously

NON-AGENDA ITEMS AND COMMENTS

• BPAC ORAL COMMENTS

Gras reported that a tree branch is blocking the view of the traffic signal on SB Fair Oaks at Maude Avenue.

Jackson reported on the results of the Wolfe Road Sharrows Report. He requested that staff email him the link to the existing sharrows guidelines. He also asked about the

status of the Caltrain Bike Lockers. He also stated that staff should have emailed the committee that the Sharrows report was going to be on the City Council Agenda. He also requested that staff update the City Council regarding the SB1233 status.

- STAFF ORAL COMMENTS

Staff informed the committee of an upcoming public meeting regarding the Borregas Avenue Bicycle and Pedestrian Bridges.

INFORMATION ONLY ITEMS

Mayer asked if a Grand Opening Ceremony was being planned for the Calabazas Creek Trail opening.

ADJOURNMENT

Cotton moved, and Durham seconded, to adjourn the meeting. The Motion carried unanimously.

The meeting adjourned at 10 p.m.

Respectfully submitted,

N. Cogill

Dieckmann Cogill, Transportation Planner

BOARDS AND COMMISSIONS CALENDAR

Board or Commission Bicycle and Pedestrian Advisory Committee

Calendar Year 2005

List all significant agenda items below. Include all pertinent items from the Council Study Issues Calendar.

MEETING DATE	AGENDA ITEM/ISSUE
January 20	Utility Bill Stuffer Concepts Pedestrian Safety and Opportunities Study - Existing conditions
February 17	2005 AC Overlay/Reconstruction List (info only) 2005 Curb Ramp Installation List (info only) Bike to Work Day Planning Health and Safety Fair Bicycle Parking location review – Classics Communities Bike Map Scope Revision
March 17	Bike to Work Day Planning Health and Safety Fair Wolfe Road Bicycle Facility Project
April 21	Bike to Work Day Planning Pedestrian Safety and Opportunities Study Frances Street Transit Center Bike Map Revision 05/06 TDA Allocation
May 19	Review of 05/06 Proposed Budget TFCA Regional Fund Bike to Work Day debrief
June 16	Discussion with Mayor Chu, Vice Mayor Swegles and City Manager Chan Funding Prioritization Bike Map Update - Approval of text/info for the back-side of the Map
July 21	Election of Officers Review Code of Ethics and Parliamentary Procedures Final Bicycle and Pedestrian Collision Analysis
August 18	Study & Budget Issue Development Budget Training Sharrow Study Results Bike Plan Update Scope of Work Bike Map Update – Bicycle Suitability Ratings
September 15	Study & Budget Issue Development Bike Map Update - Recommendation

October 13	Study & Budget Issue Preparation Bicycle Map Update
November 17	Street Smart Distribution Right-Turn Study
December 15	2006 Work Plan Pedestrian Safety and Opportunities Study

For Calendar Year: 2006

Previous Year (below the line) X

General Plan Element or Sub-Element: Land Use and Transportation, Bicycle Plan

NUMBER

B

PROPOSED COUNCIL STUDY ISSUE

For Calendar Year: 2006

New _____

Previous Year (below the line) X

Issue: Policy for Allocation of Street Space

Lead Department: Public Works

General Plan Element or Sub-Element: Land Use and Transportation Element

1. What are the key elements of the issue? What precipitated it?

The BPAC would like a policy to be developed regarding the removal of on-street parking to accommodate space for bicyclists. A number of bicycle lane projects in the Bicycle Capital Improvement Program would require the removal of on-street parking because of right-of-way constraints. In order to assure that these projects are successfully carried out, the BPAC would like Council to consider the adoption of a policy that would standardize the decision to eliminate parking when it involves the provision of a bicycle lane. This would also look at other more general street space allocation issues such as lane reductions or lane narrowing.

2. How does this relate to the General Plan or existing City Policy?

C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

3. Origin of issue:

Council Member(s): _____

General Plan: _____

City Staff: _____

Board or Commission (identify name of the advisory body from the list below): BPAC

(Arts, Building of Code Appeals, BPAC, Child Care, Heritage, Housing and Human Services, Library, Parks and Recreation, Personnel and Planning)

Board or Commission ranked this study issue ____ **of** ____

Board or Commission ranking comments:

PROPOSED COUNCIL STUDY ISSUE**For Calendar Year:** 2006**New** **Previous Year (below the line)** X **Issue:** Design Standards for Bike Lanes Adjacent to On-street Parking**Lead Department:** Public Works**General Plan Element or Sub-Element:** Land Use and Transportation**1. What are the key elements of the issue? What precipitated it?**

The Bicycle and Pedestrian Advisory Committee (BPAC) would like the City of Sunnyvale to adopt the VTA Bicycle Technical Guidelines' recommendation for bike lane design adjacent to on-street parking, in place of the Caltrans standard. The BPAC believes the Caltrans standard does not adequately account for the safety of bicyclists. The committee believes that bicycle facilities should not direct bicyclists to an area of the roadway where they wouldn't safely be without the bicycle facility.

The VTA guidance is different than the Caltrans standards in that the Caltrans standard supports narrower bike lanes adjacent to on-street parking. The ramifications of changing the City's adopted standard may be significant, unjustified, and may significantly impair the City's ability to implement its bike improvement strategy. City staff currently use the VTA Guidelines as intended, which is as a "best practice" and not an engineering standard. In fact, the VTA Guidelines conflict with City practice on parking stall widths (City practice is more generous than VTA) so effectually City practice is largely consistent with the VTA Guidelines. However, staff believes that a change to create a standard could contribute significantly to the cost of constructing bike facilities, and would require that the recommendations on future bike lanes improvements be revisited, as they are based on the Caltrans Standards. In addition, staff believes that before the standard is changed the issue should be researched to determine if there is evidence indicating that the wider bike lanes improves safety and provides any additional benefit. There may be significant liability issues associated with adoption of a new standard. To staff's knowledge, available information on the safety of wider than standard bike lane widths near parking is largely anecdotal. Staff believes this requires study, and that the City's study issue process is an appropriate channel for this issue.

2. How does this relate to the General Plan or existing City Policy?

Land Use and Transportation Element – Goal C3.5.4, Maximize the provision of bicycle and pedestrian facilities

PROPOSED COUNCIL STUDY ISSUE

For Calendar Year: 2006

New

Previous Year (below the line) X

Issue: Plan Line Study to Accommodate Bicyclists

Lead Department: Public Works

General Plan Element or Sub-Element: Land Use and Transportation

1. What are the key elements of the issue? What precipitated it?

The Bicycle and Pedestrian Advisory Committee would like to complete a plan line study to identify right-of-way adjacent to collector and arterial streets in Sunnyvale that were identified in the Bicycle Opportunities Study as requiring right-of-way in order to accommodate a class II bicycle lane.

This study would define and identify all of the issues that would need to be examined as part of a large scale plan line study and would result in the creation of a City policy regarding right-of-way acquisition for the implementation of a Sunnyvale bicycle network. Issues such as utility relocation, tree removal, street reconstruction, mapping of effected properties, the creation of non-conforming parcels, the legality of the right-of-way take, property owner compensation, extensive public outreach, and environmental impacts would be identified for further study. In addition the preliminary cost of an extensive plan line study will be estimated.

2. How does this relate to the General Plan or existing City Policy?

BP.B2.a, City of Sunnyvale Bike Plan – Provide for bicyclists as part of road widening, new developments or property redevelopment, wherever feasible. Notify City Council if providing for bicycles appears to be infeasible.

3. Origin of issue:

Council Member(s):

General Plan:

City Staff:

Board or Commission (identify name of the advisory body from the list below): BPAC

PROPOSED COUNCIL STUDY ISSUEFor Calendar Year: 2006New X

Previous Year _____

Issue: Access to Stevens Creek Trail – Revision of Existing Policy**Lead Department:** Public Works**General Plan Element or Sub-Element:** Land Use and Transportation Element**1. What are the key elements of the issue? What precipitated it?**

The BPAC would like to study the feasibility of creating Sunnyvale access points to the proposed Mountain View Stevens Creek Trail Segment 2 Reach 4. Current policy developed on November 29, 1994, states that the construction of a Stevens Creek Trail in Sunnyvale is not feasible and that the City will coordinate with neighboring jurisdictions on determining surface street trail alignments between Mountain View, Los Altos and Cupertino to ensure a regional trail connection.

The City of Mountain View is currently funded to complete a portion of the trail from Yuba Drive to El Camino, but is still years away from full funding of the last segment of the trail, from El Camino to Mountain View High School. This last segment of trail (known as Reach 4, Segment 2) is planned to parallel the creek, just west of SR 85 going south, then continue across SR 85 near the intersection of Heatherstone Way and Dale Avenue in Mountain View, then parallel SR 85 south until a point near the end of Remington Avenue where it would cross SR 85 again and terminate at Mountain View High School and Bryant Way. The City of Cupertino is currently planning to develop a trail from Stevens Creek County Park to St. Joseph's Avenue near Los Altos. Now that Cupertino's plans are known, the City of Los Altos is planning to conduct a feasibility study on the Stevens Creek Trail issue in 2006/2007. It is expected that the results of the study will propose a connection to the trail from St. Joseph's Avenue to a point within reach of the Mountain View High School.

This Study Issue would consider the feasibility and timing and costs of creating access points to the proposed Stevens Creek Trail in Mountain View from the City of Sunnyvale. Possible access points would be identified and would include Remington Drive and Mockingbird Lane alternatives. Options for type of access, feasibility, costs and timing would be developed.

2. How does this relate to the General Plan or existing City Policy?

C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

NUMBER

F

PROPOSED COUNCIL STUDY ISSUE

For Calendar Year: 2006

New X

Previous Year _____

Issue: Standardize Collection of Bicycle and Pedestrian Ridership Information

Lead Department: Public Works

General Plan Element or Sub-Element: Land Use and Transportation Element

1. What are the key elements of the issue? What precipitated it?

The Bicycle and Pedestrian Advisory Committee would like to formalize a process to monitor the number bicyclists and pedestrians in the City. This study would result in a standard methodology for conducting bicycle and pedestrian counts as well as a standard methodology for analyzing the data collected. The study will also determine what effect this study would have on the operating budget.

Currently collision analysis is based on the total number of collisions only. Ideally, collision statistics would be calculated using a formula that considers both the number of collisions and the number of people riding bicycles.

2. How does this relate to the General Plan or existing City Policy?

C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

3. Origin of issue:

Council Member(s): _____

General Plan: _____

City Staff: _____

Board or Commission (identify name of the advisory body from the list below): BPAC

(Arts, Building of Code Appeals, BPAC, Child Care, Heritage, Housing and Human Services, Library, Parks and Recreation, Personnel and Planning)

Board or Commission ranked this study issue _____ **of** _____

Board or Commission ranking comments:

PROPOSED COUNCIL STUDY ISSUE**For Calendar Year:** 2006**New** X**Previous Year** _____**Issue:** Revise Level of Service Policy to Promote Bike/Ped Safety**Lead Department:** Public Works**General Plan Element or Sub-Element:** Land Use and Transportation Element**1. What are the key elements of the issue? What precipitated it?**

This Study Issue would examine the City's intersection Level of Service (LOS) policies to improve consideration for pedestrian and bicycle safety. Measures that improve LOS for automobiles, including the introduction of dedicated right-turn lanes, or multiple left turn lanes degrade safety for both pedestrians and bicyclists. As part of this study, the City could consider including special design features such signage and pavement markings to increase safety for bikes and pedestrians. The City could also consider allowing exemptions and/or modifications from the current LOS policy for certain street classifications, in order to better meet the safety concerns for bikes and pedestrians.

Any changes to the current LOS policy would require a General Plan Amendment.

2. How does this relate to the General Plan or existing City Policy?

C3.5.4 Maximize the provision of bicycle and pedestrian facilities.

3. Origin of issue:**Council Member(s):** _____**General Plan:** _____**City Staff:** _____

Board or Commission (identify name of the advisory body from the list below): BPAC

(Arts, Building of Code Appeals, BPAC, Child Care, Heritage, Housing and Human Services, Library, Parks and Recreation, Personnel and Planning)

Board or Commission ranked this study issue ____ **of** ____

Board or Commission ranking comments:

NUMBER

H

PROPOSED COUNCIL STUDY ISSUE

For Calendar Year: 2006

New X

Previous Year _____

Issue: Improve Motorist, Bicycle and Pedestrian Educational Materials

Lead Department: Public Works

General Plan Element or Sub-Element: Land Use and Transportation Element

1. What are the key elements of the issue? What precipitated it?

This Study Issue would review the existing bicycle and pedestrian education materials and programs in the City of Sunnyvale. The study would also recommend revisions and additions to this program in order to devise intervention plans for the most common collision types. In addition, this study would look at ways to increase the visibility of the zero-tolerance policy for driver violations of bicycle and pedestrian safety.

2. How does this relate to the General Plan or existing City Policy?

C3 Attain a transportation system that is effective, safe, pleasant, and convenient.

3. Origin of issue:

Council Member(s): _____

General Plan: _____

City Staff: _____

Board or Commission (identify name of the advisory body from the list below): BPAC

(Arts, Building of Code Appeals, BPAC, Child Care, Heritage, Housing and Human Services, Library, Parks and Recreation, Personnel and Planning)

Board or Commission ranked this study issue ____ **of** ____

Board or Commission ranking comments:

For Calendar Year: 2006

Previous Year

**DRAFT**

November 1, 2005

SUBJECT: Sunnyvale Bicycle Map Update – Study Issue**REPORT IN BRIEF**

The Sunnyvale Bicycle Map Update is a 2005 Study Issue priority, initiated by the Bicycle and Pedestrian Advisory Committee (BPAC). The Sunnyvale Bicycle Plan Action Statement BP.A1.a articulates that a new map showing bike paths, routes and lanes and their suitability ratings should be published periodically. The Sunnyvale Municipal Code Section 10.56.286 also states that “there shall be maintained on file in the department of public works and available for inspection by the public, a map showing the bicycle lanes, paths, routes, and bikeways, as established from time to time by the city council.” The suitability rating system is a method of evaluating various routes across the City for their suitability for bicycle travel. It is designed to help bicyclists choose a route that best suits their skill level. Currently these are broken into beginner, intermediate and advanced levels.

The current bike map was completed in 1993 and updated in 2001. There have been many bike improvements within the last few years that are not reflected on the current bike map. In addition, the roadway suitability ratings were in need of an update.

As part of the Bicycle Map update all existing bike lanes, routes and trails were depicted. In addition, in order to aid in route selection, all major streets were rated to indicate the level of competence recommended for safe bicycle travel. Also new information depicting neighborhood pathway connections is included in the map. At the October 13, 2005 meeting, the BPAC took action to XXX.

A copy of the proposed bicycle map is shown in Attachment 1. Staff asks that City Council approve the Sunnyvale Bicycle Map.

BACKGROUND

The City of Sunnyvale released its first bicycle map in 1993 as part of the 1993 Bicycle Plan. This included all existing bicycle lanes, routes and trails at the time. In addition, all major streets were rated to indicate the level of competence recommended for safe bicycle travel. This ranking was based on the roadway’s speed, volume, and roadway geometry such as width of outside lane, on-street parking and number of driveway access points.

In January 2001, coinciding with the reprinting of the map for Bike to Work Day, new bicycle lanes and trails were added to the existing 1993 map. Since

2001, there have been a number of additions to the Sunnyvale bicycle network and the bicycle suitability ratings hadn't been updated since 1993. For this reason, City Council ranked the Bicycle Map Update as a priority during the 2005 Study Issue process.

DRAFT

EXISTING POLICY

Land Use and Transportation Element C3.5.4 - Maximize the provision of bicycle and pedestrian facilities.

Sunnyvale Bicycle Plan BP.A1.a – A new map showing bike paths, routes and lanes and their suitability ratings should be published periodically.

DISCUSSION

The Sunnyvale Bicycle Map Update is a 2005 Study Issue priority, initiated by the Bicycle and Pedestrian Advisory Committee (BPAC). The Sunnyvale Bicycle Plan Action Statement BP.A1.a articulates that a new map showing bike paths, routes and lanes and their suitability ratings should be published periodically. The Sunnyvale Municipal Code Section 10.56.286 also states that “there shall be maintained on file in the department of public works and available for inspection by the public, a map showing the bicycle lanes, paths, routes, and bikeways, as established from time to time by the city council.” The suitability rating system is a method of evaluating various routes across the City for their suitability for bicycle travel. It is designed to help bicyclists choose a route that best suits their skill level. Currently these are broken into beginner, intermediate and advanced levels.

The current bike map was completed in 1993 and updated in 2001. There have been many bike improvements within the last few years that are not reflected on the current bike map. In addition, the roadway suitability ratings were in need of an update.

As part of the Bicycle Map update all existing bike lanes, routes and trails were depicted in addition to providing a fresh base-map and color scheme. The suitability ratings were also updated. This was done through a comprehensive data collection effort.

At the September 15, 2005 BPAC meeting, the Committee took action to request that all public access paths be shown on the bicycle map. This includes small neighborhood “cut-through” paths that facilitate bicycle and pedestrian access through neighborhoods with cul-de-sacs and parks. These paths were not published on the previous version of the map.

Staff considered this request and determined that including these paths on the map could be a significant benefit to bicyclists and may encourage more bicycle ridership if people can plan routes with more comprehensive knowledge of different pathways. Many potential riders may never be comfortable with major street riding and if they can plan efficient routes using neighborhood streets,

they may be inclined to ride more frequently. For these reasons this path information has been included on the 2005 Bicycle Map.

At the October 13, 2005 meeting, the BPAC took action XXX.

A copy of the proposed bicycle map is shown in Attachment 1. Staff asks that City Council approve the Sunnyvale Bicycle Map.

FISCAL IMPACT

The Bicycle Map Update Project budget 825070 includes funds for map design, data collection and printing.

CONCLUSION

This report asks that Council approve the 2005 Sunnyvale Bicycle Map, which has been updated to include all bicycle lanes, trails, and routes. In addition, the suitability ratings for all major streets have been updated. At the October 13, 2005 meeting, the BPAC took action to XXX.

PUBLIC CONTACT

Public Input was received through a series of regularly scheduled BPAC meetings. The Sunnyvale Bicycle and Pedestrian Advisory Committee considered elements of the map at its February 17th, April 21st, June 16th, August 18th and September 15th 2005 meetings. At the October 13, 2005 meeting, the BPAC took action to XXXXX

Public notice of this City Council public hearing was made through posting of the Council agenda on the City's official notice bulletin board, posting of the agenda and report on the City's web page, and the availability of the report in the Library and the City Clerk's Office.

ALTERNATIVES

1. Approve the 2005 Sunnyvale Bicycle Map.
2. Approve the 2005 Sunnyvale Bicycle Map with modifications.
3. Do not approve the 2005 Sunnyvale Bicycle Map.

DRAFT

RECOMMENDATION

Staff recommends Alternative 1 – Approve the 2005 Sunnyvale Bicycle Map.
BPAC Recommends XXXX.

Reviewed by:

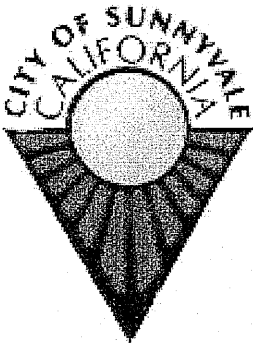
Marvin A. Rose Director, Public Works
Prepared by: Dieckmann Cogill, Transportation Planner

Approved by:

Amy Chan
City Manager

Attachments

1. Proposed 2005 Sunnyvale Bicycle Map



MINUTES

SUNNYVALE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

The Bicycle and Pedestrian Advisory Committee met in regular session in the West Conference Room, City Hall, 456 West Olive Avenue, Sunnyvale, at 6:45 p.m. on August 18, 2005 with Committee Chair Mayer presiding.

ROLL CALL

Members Present: Kevin Jackson
Cindy Cotton
Thomas Mayer
Ralph Durham

Members Absent: Thomas Reuner, excused
Gerald Gras, unexcused
Andrea Stawitke, excused

Staff Present: Dieckmann Cogill, Transportation Planner
Grace Kim, Department of Finance

Visitors: Arthur Schwartz
Laura Mappin
Fred Wiesinger

SCHEDULED PRESENTATION

Kim presented information regarding the City of Sunnyvale budget structure and process.

PUBLIC ANNOUNCEMENTS

Wiesinger announced that Leadership Sunnyvale is accepting applications for the next session.

CONSENT CALENDAR

Durham moved, and Jackson seconded, approval of the Consent Calendar.

Jackson requested that the Right-Turn Study be added back on to the BPAC Calendar
The motion carried unanimously.

- 1.B. Approval of Agenda
- 1.C Approval of 2005 Calendar

CITIZENS TO BE HEARD

Schwartz presented photographs that he had taken for consideration on the Sunnyvale Bicycle Map.

PUBLIC HEARINGS/GENERAL BUSINESS

At the request of a member of the public, Mayer heard item #5 first.

- 2. Results of the Study for Wolfe Road Bicycle Treatment.

Cogill presented the Staff report.

Public Hearing

Wiesinger stated that the study should call out the differences between NB and SB traffic and asked if bicyclists were counted at more than one location along Wolfe Road. He stated that the sharrow treatment is OK in some areas, and very uncomfortable in others. He also stated that there needs to be an educational component. In addition he stated that you can not draw any conclusions from a 1 day survey. He doesn't like the concept and does not support the continued installation of sharrows. Bike lanes would be a more appropriate installation. He believes that the sharrow placement sends the wrong message to motorists about bicyclists position. Sharrow markings should be in the center of the lane.

The committee made the following comments:

- 1. Sharrow placement sends the wrong message to motorists about bicyclists position
- 2. The Sharrow needs to be in the center of the lane.

3. Input should have been received from cyclists with a full range of riding experience and ability.
4. It is dangerous for anyone to ride on that section of Wolfe anywhere but in the center of the lane.
5. Drivers didn't actually modify their behavior based on the sharrow installation.
6. Include emails from public about the sharrow installation.
7. Include LUTE goals in the Report to Council.
8. Sharrow should be kept as part of the toolbox. There are some areas where they could be effective if placed in the middle of the lane.
9. Pavement markings are better than just a sign and are more visible to motorists. The sharrows increase motorists awareness of bicyclists on the road.

MOTION

Mayer moved, and Durham seconded, In all cases, the availability of off-street parking should be part of any study for the demand of on-street parking. This is relevant because on-street parking takes up space that could be used to increase the safety and effectiveness of a bicycle facility.

The motion carried unanimously.

MOTION

Mayer moved, and Jackson seconded, Sunnyvale Policy on shall be that sharrows are a possible option in the toolbox when a narrow curbside lanes, without on-street parking exists. Sharrows are not to be used for streets with on-street parking. Class 3 bicycle facilities should only be considered if a Class 2 facility is not possible.

The motion carried unanimously.

MOTION

Mayer moved, and Cotton seconded, The data sample for the before/after study is too small and there is no data on bicyclists using or misusing the facility. Because of this the Committee believes that no conclusions can be drawn from the study.

The motion carried unanimously.

3. Study and Budget Issue Development

The Committee Requested that 2006 Study Issue Papers be developed for consideration at the September 2005 meeting for the following items:

- A. Update Corner Vision Triangle Ordinance
- B. Policy for the Allocation of Street Space
- C. Design Standards for Bike Lanes Adjacent to On-Street Parking
- D. Plan Line Study for Increased Bike Space
- E. Stevens Creek Trail off-street Access – revision of existing city policy
- F. Standardize collection of bicycle and pedestrian counts.
- G. Reevaluate and expand hazard reporting mechanisms
- H. Revise level of service guidelines to promote bicycle safety
- I. Review and modify existing educational materials
- J. Expand enforcement of the “zero-tolerance” policy for driver violation of pedestrian and bicycle safety
- K. Create more extensive crosswalk policy
- L. Research wrong-way riding collisions

4. Bike Plan Update Scope of Work

Cogill presented the proposed scope of work outline and requested BPAC comments or suggestions.

Mayer suggested that “bike rack survey be changed to bike parking survey. He also suggested that the bicycle parking demand at those racks also be measured. He also suggested that Wildwood be added back to the Bicycle CIP.

5. Bike Map Update –Bicycle Suitability Ratings

The Committee determined that the subjective rating does not need to be included in the determination of the suitability rating. They added that a 15 ft travel lane dimension should be used as the width for which a bicyclist and a car can comfortable ride side by side.

NON-AGENDA ITEMS AND COMMENTS

• BPAC ORAL COMMENTS

Durham noted the following issues:

1. Duane: Pot hole and road break up. Right hand lane / bike lane between AMD entrance and Duane Court. Westbound direction.
2. Ahwanee: At San Petronio the street sign post is broken near the top and is being held together by the stop sign.
3. Carribean: Between Crossman and Boregas the pavement is breaking up in the right lane and bike lane. Eastbound direction.
4. Bordeaux: By AMB and creek. The south side of the bike lane on both sides have a 2-3 inch square edge where the road goes over the concrete bridge. Heading North.



5. Mathilda: On bend to Sunnyvale/Saratoga there is a lip between the road and the gutter in the bike lane. Southbound direction.
6. Ahwanee: Between San Petronio and Bike bridge. There is a dangerously low manhole cover, 2 inch drop. Westbound direction.
7. Persian/Fair Oaks: The bike path sends you from Fair Oaks to Persian. There is no sign that shows how to get over 237. You cant go back to get over 237 on Fair Oaks because the bike lane is one way.

- STAFF ORAL COMMENTS

Staff announced the City Skills Class.

Staff also informed the committee of the intent to stripe a bike lane on Borregas Avenue from Moffett Park Drive to Caribbean Drive as part of the Sewer replacement project.

INFORMATION ONLY ITEMS

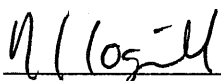
None

ADJOURNMENT

Cotton moved, and Durham seconded, to adjourn the meeting. The Motion carried unanimously.

The meeting adjourned at 9:45 p.m.

Respectfully submitted,



Dieckmann Cogill, Transportation Planner

Bicycle and Pedestrian Advisory Committee**Active Items**

Item #	Item	OPR	Due Date (Approx)	Status	Last Updated
1	Washington Avenue Widening	Kadkhodaya	On hold	Project on hold.	6/10/2002
2	Street Cut Fee	Hopkins	On hold	This is being investigated on a county and regional level. There are large scale legal issues that have resulted in Restraining Orders against the Cities and Counties that had adopted ordinances. Santa Clara County is the lead agency for this area and is taking no action at this time. We will update the BPAC when the legal issues have been resolved.	1/9/2003
3	Borregas Avenue Bike Corridor Study	Cogill	2009	Public Meeting held. A second meeting will be held in November	10/5/2005
4	Bernardo Caltrain Under-crossing	Cogill	Preliminary engineering by 2005	Feasibility Study accepted by the City Council. Funds for 20% local matching funds must be identified before further project initiation. BEP Tier 1 update submitted. VTA will program 80% funds out to 2016 to allow for time to secure matching funds.	10/14/2004
5	Calabazas Creek Trail	Neumayer	Fall 2005 (Phase 1)	Under Construction - Bridge in place	10/5/2005
6	Evelyn Avenue Bike Lane	Cogill	Fall 2004	Final plans complete. Bidding process underway	5/16/2005
9	Code of Ethics	Cogill	7/1/2005	Annual review to occur at July 2005 meeting	12/9/2004
10	Utility Bill Stuffer	Cogill	Mar-05	To be in the May/June Stuffer	5/16/2005

11	Right-turn Study	Cogill	5/1/2004	This item will be on the November agenda.	10/5/2005
12	Bike to Work Day	Cogill	5/1/2005	To be held in May 19, 2005	2/9/2005
13	Overlay, Reconstruction, Slurry & Chip Schedule	D. Trott	Feb. 2005	Info Only Item, February 2005	2/9/2005
14	Calabazas Creek Trail Phase II				
15	Evelyn Avenue Bike Lane (Sunnyvale to Reed)	D. Cogill	Summer 2006	begin planning phase	6/30/2005
O-1	Bike Transportation Account Grant Program	Cogill	Annual	Staff submitted grant application for Borregas Avenue Bike/Ped Bridges. If grant is awarded, the funding would count towards the City's matching funds for the BEP funding	3/10/2005
O-2	General Supply Expenditures	Cogill	Ongoing	Staff purchased zipper pulls, reflective bands, and reflective stickers	6/10/2005
O-3	Bicycle Capital Improvement Program	Cogill	Ongoing	Grant applications submitted for Duane Avenue from Fair Oaks to Lawrence, Borregas Avenue from Weddell to Caribbean, and Evelyn Avenue from Sunnyvale to Reed.	3/23/2004
O-4	TFCA grants	Cogill	Annual	Application submitted for matching funds for Evelyn Avenue Bicycle Lane: phase 2	6/30/2005
O-5	Bike Parking Incentive Program	Cogill	Ongoing	Rack provided to Camino Medical Group	8/15/2003

O-6	Construction Zone Safety Complaints received	Cogill	Ongoing	none	8/12/2005
O-7	Issues raised at BPAC meeting requiring staff follow-up	Cogill	Ongoing	1.) Street issues reported by Ralph Durham were transferred to the engineer and field services	9/8/2005

ATTACHMENT **6**

From: jack & jane lueder <jjlueder@comcast.net>
To: <bpac@ci.sunnyvale.ca.us>, <peter.skinner@ci.mtnview.ca.us>
Date: Wed, Sep 28, 2005 7:28 PM
Subject: Bike Map ?

I understand that both Sunnyvale and Mountain View are updating Bike Maps at this time. If possible, I'd like to get an expanded copy of each for our use at health fairs in those cities. In mid-October, Silicon Valley Bicycle Coalition (SVBC) will be doing health fairs at companies in both Mtn View and Sunnyvale.

In Santa Clara, we're also updating the bike map and the map company has provided several 2x size draft maps for checking accuracy etc. These are map-only prints without street tabulations or backside printing. It turns out that these 2x maps are excellent for use at health fairs where SVBC informs attendees about local bicycling facilities for recreation and commutes.

In the past we've used the available city and VTA-county bike maps. The 2x size map I'm requesting will not be distributed and doesn't need to be perfect but will be used for general discussion and orientation. We try to have the appropriate city maps available for give-away at the health fairs. We do have some of the 2001 Sunnyvale and 2003 Mtn View maps on hand.

Regards, Jack Lueder (SVBC and City of Santa Clara
Bicycle Advisory Committee)

CC: <thom94089@pacbell.net>, <jmeyer428@yahoo.com>

From: Christopher Carrion
To: DPW, BPAC
Date: Tue, Sep 27, 2005 2:34 PM
Subject: Re: Fwd: Bike Traffic Hazard

Dieckmann,

Just a quick follow-up..We took a drive by the street and construction zone. All cars were parked legally today. Construction supervisors informed to tell all workers to park in a legal fashion.

Chris Carrion

>>> BPAC DPW 09/26/05 8:46 AM >>>

Hi Chris,

Is there any way someone in the traffic unit could look into this???

Thanks

dieckmann

From: Christopher Carrion
To: DPW, BPAC
Date: Tue, Sep 27, 2005 6:08 AM
Subject: Re: Fwd: Bike Traffic Hazard

Dieckmann,

Not a problem..Traffic Unit will review and enforce..

Chris Carrion

>>> BPAC DPW 09/26/05 8:46 AM >>>

Hi Chris,

Is there any way someone in the traffic unit could look into this???

Thanks

dieckmann

From: "Kevin Jackson" <kjbiker@netzero.net>
To: <DCogill@ci.sunnyvale.ca.us>
Date: Mon, Sep 26, 2005 8:04 PM
Subject: Input for Borregas bridges meeting

Hi, Dieckmann-

Seems to be a problem with the link in the announcement for the Borregas bridges meeting, so I'm sending this directly. Please include the following in the public comments. See you Wednesday!

On the news tonight (Sept 26), the headline story featured a truly astonishing comment by George Bush, calling for Americans to drive less!!! I had to look carefully to make sure it was really him, and not some clever impersonator doing a comedy routine. If things have gotten so bad that even Bush can no longer deny that our addiction to grotesquely wasteful transportation habits is a serious problem, I can't imagine a more eloquent argument that it's long past time we got serious about doing everything we can to correct this deplorable situation.

One of the most important things we can do is to make transportation alternatives more attractive so that people will voluntarily choose them, rather than waiting until draconian measures become inevitable. The Borregas bike/ped bridges are a perfect example of what we need to do in order to provide long-term safeguards for both our economic vitality and our quality of life. With the technical feasibility and the financing of these bridges solidly established, we must not let the usual NIMBY complaints (which inevitably amount to nothing more than a manifestation of the all-too-human "fear of the unknown") deter us from what is clearly the correct decision. For the benefit of our community, let's move ahead on this project with all due speed.

Kevin

"We must stop letting today be the effect of yesterday, and begin to make it the cause of tomorrow."
William Denis Kendall

NetZero Is Giving Away \$3,000 A Day!
Sign up for NetZero HiSpeed 3G with Instant On!
Visit <http://www.netzero.com/3Gsweeps> TODAY for your chance to win!

CC: <bpac@ci.sunnyvale.ca.us>